

Message Text

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16

ACTION EB-11

INFO OCT-01 EA-11 ADP-00 CAB-09 CIAE-00 COME-00 INR-10

NSAE-00 RSC-01 FAA-00 PM-07 L-03 RSR-01 SS-15 NSC-10

/079 W

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R 270401Z JUL 73

FM AMEMBASSY MANILA

TO SECSTATE WASHDC 6893

CINCPACAF

CINCPACFLT

INFO CINCPACREPHIL SUBIC NB

SECDEF

13TH AIR FORCE CLARK AB

CINCPAC

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CINCPAC FOR POLAD

E.O. 11652: N/A

SUBJECT: CIVAIR: PANAM AND FLYING TIGER FREIGHTER
SERVICE FOR U.S. MILITARY MAIL AND CARGO

REF: A) STATE 116262 NOTAL

B) STATE 080928 NOTAL

C) MAC 251400Z MAY 73 NOTAL

D) CINCPAC J471 260139Z MAY 73 NOTAL

E) MANILA 5739

BEGIN SUMMARY: IN VIEW PHIL CAB DEFERRAL OF ACTION ON
REQUESTS FOR INCREASED PANAM AND FTL CARGO PLANE
FREQUENCIES INTO MANILA, BOTH CARRIERS HAVE ASKED IF
FREIGHTERS NOW OVERFLYING PHILIPPINES COULD LAND AT
CUBI OR CLARK TO DISCHARGE AND LOAD U.S. MILITARY MAIL
AND CARGO. EMBASSY IS ALSO CONSIDERING MAKING A NEW
FORMAL REQUEST TO GOP TO AUTHORIZE ADDITIONAL FREIGHTERS
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TO LAND AT MANILA TO HANDLE U.S. MILITARY MAIL AND

UNACCOMPANIED BAGGAGE MOVING ON GBL (NOT MILITARY CARGO WHICH MAC HANDLES AT BASES). EMBASSY NEEDS FURTHER INPUT FROM MILITARY COMMANDS IN ORDER DECIDE NEXT STEP. END SUMMARY.

1. ISSUE OF ADDITIONAL FREIGHTER FREQUENCIES FOR PANAM AND FTL HAS NUMBER OF COMPLEX ASPECTS, INCLUDING FACT THAT IT HAS BEEN BROUGHT INTO CONTEXT OF IMPASSE IN OVERALL US-RP AIR NEGOTIATIONS. EMBASSY IS ALSO AWARE THAT GENERALIZATIONS ABOUT REQUIREMENTS FOR ADDITIONAL COMMERCIAL AIR CARGO CAPACITY TO HANDLE MILITARY MAIL AND CARGO CAN BE MISLEADING SINCE MAIL AND CARGO ARE TREATED QUITE SEPARATELY IN U.S. MILITARY PRACTICE: UNDER U.S. LAW, MAIL IS HANDLED ALMOST COMPLETELY BY U.S. COMMERCIAL CARRIERS WHICH USE MANILA AIRPORT; CARGO IS MAINLY HANDLED BY MAC AND MAC-CHARTER AIRCRAFT AT BASES. ANOTHER COMPLICATING FACTOR STEMS FROM APPARENT SUSPICION BY PHIL CAB (AND PAL) THAT SOME NON-MILITARY CARGO IS LIKELY TO BE HANDLED ONCE PERMISSION IS GIVEN TO LAND AT MIA (SEE REF A).

2. FOR BACKGROUND, CURRENT COMMERCIAL CARGO CAPACITY--IN ADDITION TO WHAT CAN BE CARRIED ON REGULAR PASSENGER FLIGHTS (THREE 747'S AND TWO 707'S WEEKLY ON PANAM AND NORTHWEST COMBINED--THERE ARE CURRENTLY 5 CARGO FREQUENCIES SERVING MIA: TWO FTL WITH FULL CARGO RIGHTS AND THREE PANAM WITH RIGHTS ONLY FOR U.S. MILITARY MAIL AND CARGO.

3. CURRENTLY FIVE FTL AND 3 PANAM FREIGHTERS OVERFLY PHILIPPINES EACH WEEK, AND BOTH CARRIERS ARE EXPLORING EVERY MEANS POSSIBLE TO ENABLE THESE PLANES TO LAND IN PHILIPPINES FOR WHATEVER CARGO CAN BE HANDLED. APPLICATIONS BY BOTH CARRIERS FOR ADDITIONAL FREQUENCIES AT MIA LIMITED TO MILITARY MAIL AND CARGO HAVE BEEN DEFERRED BY PHIL CAB BECAUSE OF PAL OPPOSITION AND LACK OF PROGRESS ON CIVAIR TALKS. AS FURTHER FALL-BACK POSITION, BOTH CARRIERS HAVE ASKED IF THESE PLANES COULD LAND AT CLARK OR CUBI TO HANDLE MILITARY MAIL AND CARGO. PANAM REP MACKENZIE BROUGHT SUBJECT DIRECTLY LIMITED OFFICIAL USE

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TO CINCPACREPHIL IN MEETING JULY 24, AND LATTER SAID HE WOULD LOOK INTO POSSIBILITY. PHIL CAB HAS ALSO SUGGESTED THAT PLANES USE U.S. BASES (REF E).

4. CINCPAC, AFTER MAY 1973 SURVEY OF MILITARY COMMANDS CONCERNED, CONCLUDED THAT "NO REQUIREMENT EXISTS TO INCREASE FREQUENCY OF MILITARY MAIL/CARGO SERVICE THRU CLARK OR RADFORD NAS (CUBI POINT)"

(REF D). MAC STATED THAT "THE PROJECTION FOR THE INCREASED MOVEMENT OF MILITARY CARGOS THROUGH MANILA SHOULD NOT BE USED AS JUSTIFICATION FOR THIS PROPOSED INCREASED FREQUENCY OF FLIGHTS (BY PANAM AND FTL INTO MANILA)" (REF C). WE ASSUME MAC STATEMENT REFERS ONLY TO CARGO AND NOT TO MILITARY MAIL. WE HAVE MEANWHILE HAD INDICATIONS FROM MILITARY UNITS RESPONSIBLE FOR MOVEMENT OF MAIL THAT CAPACITY AND FREQUENCY OF COMMERCIAL FLIGHTS ARE LESS THAN ADEQUATE FOR CURRENT VOLUME OF MAIL AND WILL DEFINITELY BE INADEQUATE WHEN SEASONAL MAIL BUILD-UP BEGINS IN NEXT TWO MONTHS.

5. EMBASSY WISHES BE HELPFUL TO CARRIERS AND TO U.S. MILITARY SERVICES BUT PICTURE IS NOT SUFFICIENTLY CLEAR TO DETERMINE BEST COURSE OF ACTION. IN ADDITION TO DETERMINING EXTENT OF NEED FOR ADDITIONAL CAPACITY TO MOVE MILITARY MAIL (AND POSSIBLY CARGO), BASIC POLICY DECISION NEEDED ON WHETHER COMMERCIAL FREIGHTER FLIGHTS COULD LAND AT U.S. BASES WITH MIXED U.S. MILITARY AND COMMERCIAL CARGO AND MILITARY MAIL. CARRIERS PROPOSE THAT ONLY MILITARY CARGO AND MAIL BE DISCHARGED AND LOADED AT BASES, WITH COMMERCIAL CARGOS TREATED AS IF IN BOND.

6. PANAM TECHNICIANS HAVE SURVEYED FACILITIES AT BOTH CUBI AND CLARK AND HAVE FOUND SIGNIFICANT PROBLEMS TO BE OVERCOME IN ARRANGING FOR EQUIPMENT AND STORAGE SPACE, ACCOMMODATIONS FOR PERSONNEL AND IN WORKING OUT APPROPRIATE CONTRACTUAL RELATIONSHIP WITH MILITARY SERVICES.

7. PARALLEL TO POSSIBLE AUTHORITY FOR CARGO PLANES TO LAND AT BASES, EMBASSY IS PREPARED TO SEND NOTE TO GOP LIMITED OFFICIAL USE

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REQUESTING THE REQUIRED ADDITIONAL CARGO FREQUENCIES AS SOON MILITARY SERVICES INDICATE WHAT ADDITIONAL CAPACITY IS NEEDED TO HANDLE U.S. MILITARY MAIL (AND UN- ACCOMPANIED BAGGAGE MOVING ON GBL) THROUGH MIA. FTL MANAGER, ON INSTR UCTIONS FROM HEADQUARTERS, HAS ASKED THAT ANY ADDITIONAL FREQUENCIES THUS AUTHORIZED BE DIVIDED EQUALLY BETWEEN PANAM AND FTL.
HAMILTON

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: n/a
Control Number: n/a
Copy: SINGLE
Draft Date: 27 JUL 1973
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: worrelsw
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1973MANILA08551
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: n/a
From: MANILA
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1973/newtext/t1973078/aaaaafiv.tel
Line Count: 162
Locator: TEXT ON-LINE
Office: ACTION EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators:
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: 73 A) STATE 116262 NOTAL
Review Action: RELEASED, APPROVED
Review Authority: worrelsw
Review Comment: n/a
Review Content Flags:
Review Date: 06 AUG 2001
Review Event:
Review Exemptions: n/a
Review History: RELEASED <06-Aug-2001 by kelleyw0>; APPROVED <15-Aug-2001 by worrelsw>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: PANAM AND FLYING TIGER FREIGHTER SERVICE FOR U.S. MILITARY MAIL AND CARGO
TAGS: ETRN, RP
To: STATE
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005